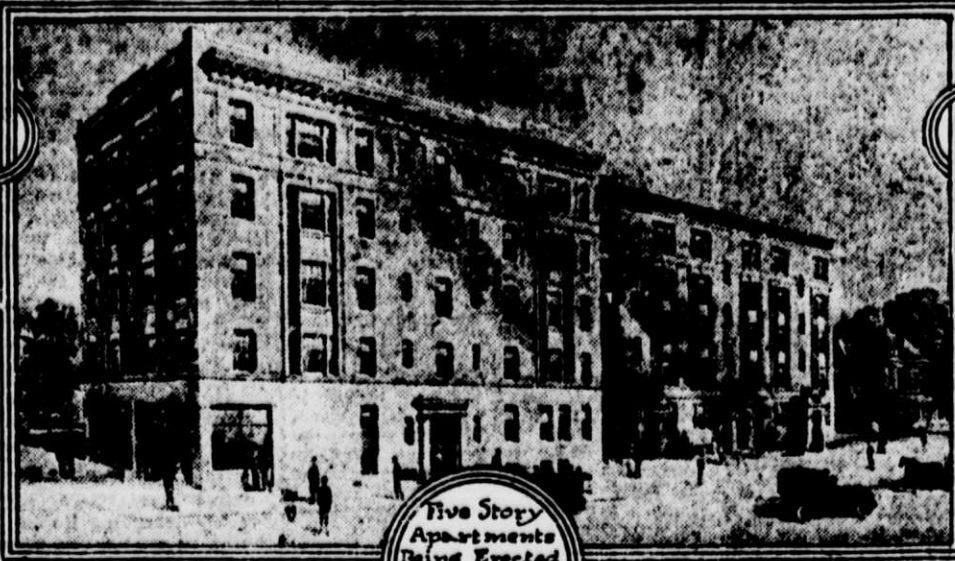


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SUBWAYS ARE MAKING BIG CHANGES IN QUEENS



Two Family Houses Have Been Supplanted by Flats.



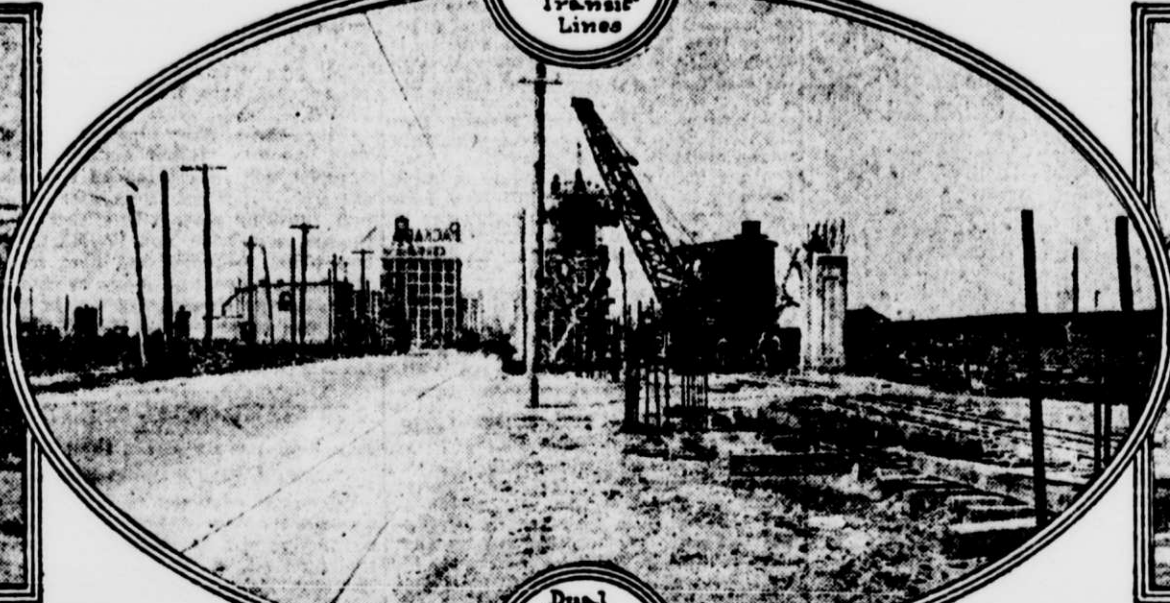
Five Story Apartments Being Erected Along New Transit Lines



Perry Homestead, Oldest Type of Building at Elmhurst.



Family Flats are Still Being Built in Some Parts of Elmhurst



Dual Subway Construction on Queens Boulevard



Land too Valuable Now for Such Houses.

Quiet Communities of Rural Homes Are Being Supplanted by Large Apartment Houses

If it was the purpose of the Public Service Commission and members of the city government in building the subway extensions into Queens to open that vast, almost vacant, area to individual homes of moderate cost they might as well not have authorized the two routes, for so far from becoming a district of individual homes those sections which are to be immediately benefited by the new lines of transit already are being shaped into vast apartment house neighborhoods, even though the construction of the subway extensions are only beginning to take shape. Lower priced homes and more light and air for tenants there undoubtedly will be for a time, but every circumstance is combining to make of Queens, especially the transit served portion, a more heavily settled and more intensively built district than similarly situated portions of The Bronx or Brooklyn.

Long Island City, Woodside, Elmhurst, Winfield, Corona and old Newtown are having a sudden transition from a semi-rustic state into closely built communities, and while the movement has only started with the actual work of building the subway extensions plans of builders already formulated indicate that there is to be no gradual changing from the old detached home sections into two family house districts and then into flat neighborhoods, as population increased and the demand placed on the land became greater. The whole transition is to be done in a single operation; now it is largely open fields, with streets recently opened and sidewalks laid. Next year or the year after it will all be apartment houses, multifamily houses, everywhere that the new transit lines will carry population. Already the section has passed beyond the three and four story apartment building. Five story houses are in high favor, and it is but a question of time when some adventurous soul will try on a six story semi-fireproof elevator apartment, and if he can get enough rent per room to make the building pay the five story building will be relegated to cheaper lots.

There is little doubt that Queens will be one of the great apartment house sections of the city within a few years. It is even possible that some of those who opposed the spending of city money to construct rapid transit through the "cornfield belt," as the late Mayor Gaynor called some of the sections to be benefited, will live to regret it in great ten and twelve story fireproof houses, which will rival those of Manhattan for tenants.

To those who are unfamiliar with the recent history of real estate development and growth in and about New York city the area under discussion in its present condition would seem to hold no such rosy outlook as is pictured above, but when one has seen the growth in a few years of such a section as the east Bronx and then compares the advantages of the two districts, nothing appertaining to possible growth and upbuilding along the new Queens transit lines seems improbable. The rise of the Hunts Point section in The Bronx is one of the remarkable examples of real estate development during the last ten years, but it might be said to represent an afterthought following the building of the West Farms branch of the present subway. In Queens, on the other hand, developers and builders have been expecting subway improvement for several years and have prepared for it by having definite plans made for development and building.

Hunts Point in The Bronx and the

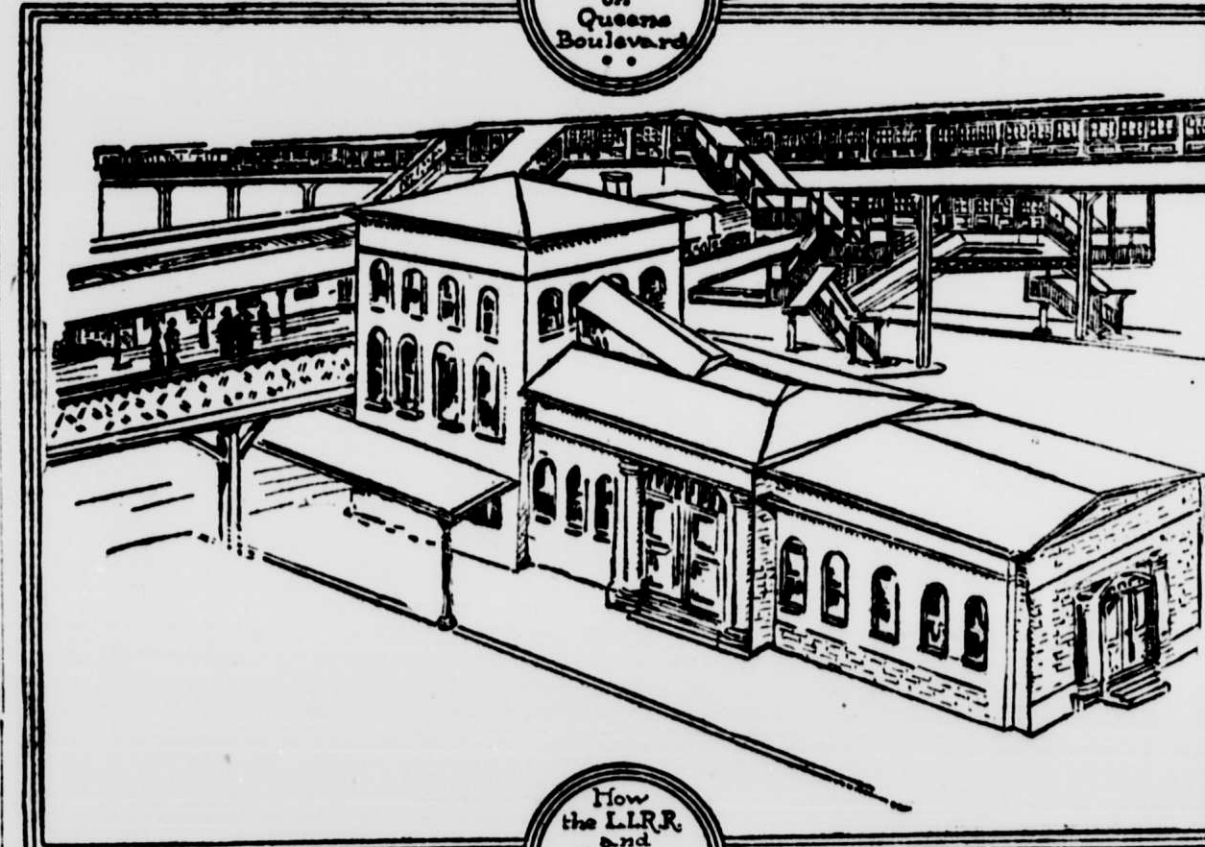
Westchester avenue section at the time of the building of the subway extension was no better off as regards population than are the sections to-day which the Queens routes will follow. In fact the Astoria and Steinway districts of Long Island City are more closely populated already than was any part of The Bronx which was made accessible by the subway. Hunts Point, like many parts of Queens to-day, was old farms when the subway was built, but owners of nearby property had no definite plan for development such as they have in Queens and considerable experimenting was done before builders were able definitely to know what was wanted in the shape of homes. Then followed a building period, which still is going on and which will end only when the whole of the easterly portion of The Bronx is solidly built with modern apartments.

Influences even more potent than those which controlled the rise of The Bronx are at work in Queens. In the first place, there has been a big demand for moderate priced apartments in Queens for several years. As everybody who reads knows, Long Island City has been changing recently from a section which lacked any interest into what is likely to be in a few years the chief manufacturing community in the country. Great establishments have been built and more are building where the roll of employees includes as many as 2,500 names. Every time a new factory is built where 1,000 hands are employed, it means that homes must be found in the vicinity for about 5,000 persons. These workers, too, are not the kind that seek homes in poorer and cheaper communities. While there are many who are satisfied with homes in less pretentious sections, to majority, who are skilled artisans and command wages averaging from \$30 to \$50 a week, demand homes in modern, well built, sanitary structures, but of course they must be as near as possible to the factories.

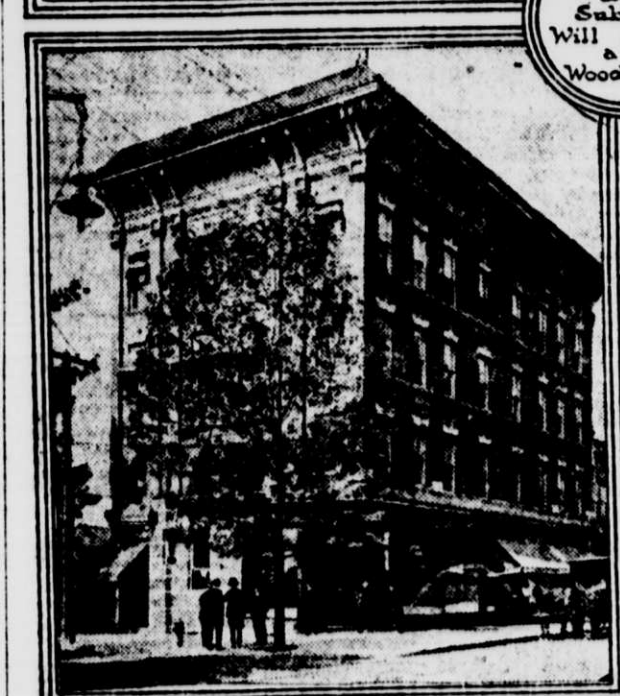
It is estimated that there are 200,000 people living in Queens now because of the factories located there. It is estimated that as many more would make their homes there if accommodations were to be had. The history of all apartment building in the borough during the last two years has been that houses are tightly rented before completion and builders cannot work fast enough nor get the capital necessary to supply houses to equal the demand. This is one reason for the transition in Queens.

The dual subway extensions into Queens by all right should have been built many years ago. Sections of the city far more distant have had some kind of rapid transit for a generation, while Queens has been struggling along with obsolete ferries, a steam railroad and uncertain trolleys. That the borough has attained its present growth is due largely to the hope of better transit held out for many years, which is at last about to be realized.

Those who have followed the reports of subway construction know that there will be two elevated extensions of the Manhattan, Bronx and Brooklyn lines into Queens. These extensions will be used jointly by the trains of the Interborough Railroad Company and of the Brooklyn Rapid Transit. By the Brooklyn Rapid Transit trains the section of Manhattan Island below Fifty-ninth street will be made accessible as well as the whole of Brooklyn. The Interborough service on the other hand will bring all of Manhattan and The Bronx and part of Brooklyn within the five cent fare zone. In fact all of the existing lines and all those now building or to be built will form part of a system of which the Queens extensions will be one end. This means of course that no matter in what part of the city a person's business may be, if his home is



How the LIRR and Subway Will Join at Woodside



First Four Story Apartment; Filled and Has a Waiting List.



New Type of Apartments Along Subway Extensions.

near either of the Queens extensions he can ride to and from his work for a single fare each way.

To these considerations must be added those of accessibility. Upper Manhattan in the Dyckman section had a subway for years and so have some still unbuild parts of The Bronx.

SUBURBAN DEVELOPING COSTLY.

Half Million Dollars Being Spent at Great Neck Alone.

Suburban developers have to spend a great deal of money in order to make money. Those who go into the business in a half hearted way prepared to spend only limited amounts find out when their money is spent that they have made little progress. Numbers of developments which could be highly flourishing communities are suffering from dry rot merely because their owners have neither the confidence to spend nor the ability. The successful development as a rule will show that money has been spent wisely on it. At Great Neck, L. I., where are the developments of Estates of Great Neck and Kensington, more than \$500,000 is being spent right now in improvements, some by the owners and some by outsiders. Within the past week a contract for

the erection of seven three story buildings fronting on Middle Neck road and the Plaza on the Estates has been awarded to T. F. Longerman of Manhattan. Over the stores will be living apartments, which will contain every modern improvement. The estimated cost is \$75,000. Work on the Great Neck High School, which is to cost \$100,000, is about to begin, and ground was broken Sunday for the new St. Aloysius Church. The contract price on this new church is \$85,000.

At Kensington and Estates of Great Neck sixteen high class residences are under construction, costing from \$15,000 to \$35,000 each. John R. Corbin, the Flatbush builder who recently purchased \$53,500 worth of plots in the Estates, has started the construction of nine English type country houses. Oswald C. Herring, architect for these homes, has recently returned from England with many pleasing designs and

Brooklyn too is to have subway extensions into its unsettled portions which are calculated to attract population. But the unsettled portions of landscape effects.

Ross P. Tucker, president of the Concrete Product Company, has purchased for \$25,000 three plots near the entrance to the Estates of Great Neck, and has started the erection of three houses, constructed of hollow tile with stucco finish.

NEED \$2,008,568 TO RUN QUEENS. Is an Increase of \$118,000 Over Last Year's Budget.

It will require \$2,008,568.08 to run Queens for the ensuing year. This amount is \$118,150 more than was granted the borough last year.

Transformation of Elmhurst Shows How Entire Subway Zone Is Likely to Be Developed

Queens are much nearer than those of any other borough to the crowded business portions of Manhattan Island. If it were possible to draw a great circle with a centre at Thirty-fourth street and Broadway in Manhattan the line which would go through the beginning of the residential portion of Queens, if continued, would pass through Manhattan Island at about Ninety-sixth street. In other words these two points would be equidistant from Herald Square. From this it is apparent that Queens will have a strong attraction for those who wish to be as near as possible to the centre of the city.

The difference between land values at Ninety-sixth street, Manhattan, and where the apartment house section of Queens begins is the difference between \$20,000 a lot and \$2,000 a lot. Here is the strongest bid Queens can make for population. Builders can buy land on such terms that they can afford to build houses as good as those in The Bronx or Brooklyn, or upper Manhattan and rent them for so much less per room that those who feel the weight of their rent now will surely see a great advantage in living in Queens. Of course this condition is not going to continue always, but it will be so while land is cheap.

Right now builders of apartment houses are asking \$5.00 and \$6 a room per month and at such rates their houses are entirely filled and have waiting lists from which tenants are had for new houses as fast as they can be erected.

The transformation in Queens has been going on for a year or more in the Astoria and Steinway sections of Long Island City, with the result of many apartment houses erected which are well tenanted and have in many cases found buyers among investors. Now the movement is spreading out into the sections formerly known as private residence communities and is changing the aspect of those old settlements which, despite all the development and growth that has gone on in other parts of the metropolitan district, have retained until now their rural character. The coming of the subway is making these changes and that the transformation will be rapid is not to be doubted.

Elmhurst, one of the best known and most attractive sections of Queens Borough, is one of the best places to look for what is going on now and what is likely to happen within a few years. Up to about two years ago that town was noted as a place of moderate priced detached cottages. It had too a number of old estates like the old Perry homestead, which will be remembered as the place where "The Night Before Christmas" was written. Nobody thought of building a house for more than one family on less than two lots. In fact even two family cottages were a rarity. To-day builders are planning to erect five story apartment houses over his entire section.

The first break from the one family detached cottage was made by the Cord Meyer Company, which owns extensive lands just to the north of the Elmhurst station of the Long Island Railroad. Several streets were given over to one family semi-detached dwellings, and soon after the first two family brick attached house made its appearance. Then came a row of attached Colonial one family buildings. All of these structures were most popular and were sold or rented on terms which were eminently satisfactory to the builders.

In the meanwhile the Queensboro Corporation took over from Judge Henry P. Dukro the Barclay estate and other families a tract comprising about \$5,000 lots lying just north of Elmhurst and surrounded by Woodside, Winfield and Corona. Seeing the success of the Cord Meyer Company these folks un-

dertook similar operations and began to establish a plan for developing the whole district. They had completed a number of semi-detached one family houses and several rows of two family buildings when agitation for rapid transit in Queens became marked and Long Island City began to grow commercially. These two factors caused a temporary halt in building, for the subways as laid out had one branch passing directly through this new part of Elmhurst and the commercial growth was causing a demand for apartments. Owners about Elmhurst reasoned that should the subways be built and the commercial growth continue their land would appreciate so rapidly as to be unavailable for small house building.

With the final approval of the dual subway system and its branches into Queens their judgment was shown to be good, for there began a demand for apartments which has been growing ever since. The Queensboro Corporation has started a number of four and five story apartments for which tenants are being found already, though the houses will not be completed for several months.

It is the custom in local real estate for the small developer and builder to follow in the wake of the big fellow, and since the Queensboro Corporation is about the largest realty company operating along the new transit lines in Queens they probably will set the fashion for the development of the entire area which will be immediately served by the subway extensions.

An important acquisition to this section of Queens is the new union station which is being erected at Woodside. At this station the Corona branch of the subway extension will cross the Long Island Railroad. The railroad tracks will be on an elevated trestle and the subway will cross on a higher level. At this station persons residing further out in Queens or in other counties of Long Island will change from the Long Island road to the subway to reach their offices in Manhattan, The Bronx or Brooklyn. It is expected that in time such a centre will be developed about this station as exists at Flatbush and Atlantic avenues in Brooklyn and at 149th street and Third avenue in The Bronx.

This activity in apartment construction along the branches of the subway extensions throws a new interest about the sections of Queens and Nassau counties which lie beyond or far to either side of the new routes. Here is where the individual homes of Long Island will continue to be built and with the completion of the new subways they too will take on greater interest, for by the subways they will be brought into closer proximity to the business sections of the city. Besides the connection at Woodside with the Long Island Railroad there will be additional facilities for these outlying districts in the shape of trolley lines starting from the subway terminals and running into every home section in the two counties. By such means there is no part of the two counties of Queens and Nassau that will be beyond a reasonable commuting district. It is estimated that from fifteen to twenty minutes will be saved from the time now necessary to reach such places as Flushing, Bay Side, Great Neck and similarly situated spots on the south shore.

In view of this saving of time operators and developers anticipate a strong renewal of the house buying market and are preparing for it. This is the season for which they have been waiting for many years. All that has gone before has been preparatory, but the building of subways joins up the various railroad and trolley systems which have been built or improved at a cost of many millions of dollars and makes an actual fact of what has been a promise since the great suburban movement began.